
The Jaguar's Purr©

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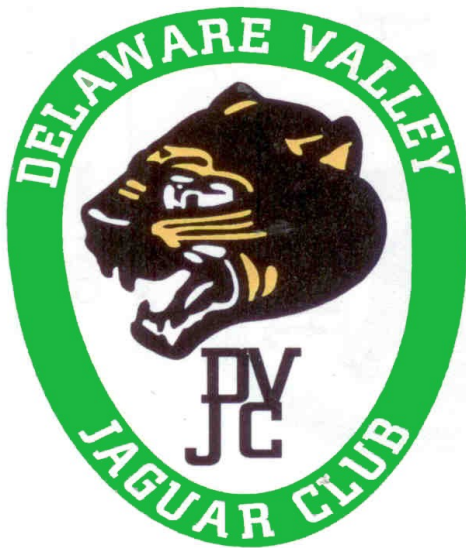


July 2017

2017 DVJC CONCOURS



The Delaware Valley Jaguar Club held another successful Concours d'Elegance at the Oakbourne Mansion on Saturday, June 3, 2017, in conjunction with the Cars and Motorcycles of England Car Show sponsored by the Delaware Valley Triumph Club. Pictured above are DVJC President Paul Merluzzi, DVJC member Richard Carnegie, and DVJC past President and Concours Chairman Charles Olson with Richard's Best In Show 1950 XK120. For a full report please see Mike Tate's Roving Reporter on page 10. Concours scores are on pages 11 and 12. Photos are available at www.flickr.com/photos/bcsphotos95/albums.



NOTICE—It's time to renew your membership in the Delaware Valley Jaguar Club. The membership fee is \$55.00. If all your information is the same as last year please feel free to send a check to Ann Perry made out to DVJC. If any of your information has changed please Let Ann Perry know of the changes. Please remember the membership directory and listing of vehicles owned is shared only with active members.

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DVJC Badge	\$10.00
JCNA Badge	\$30.00
DVJC License Plate	\$ 6.00
Packing & Postage	\$ 3.00

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Upcoming DVJC Events

July 8, 2017

Jaguar Gathering of Friends Noon to 6:00 p.m.
Home of Paul & Irena Merluzzi,
1445 Grand Oak Lane, West Chester, PA
Contact: Paul Merluzzi, 610-696-3221, pawlym@aol.com

July 16, 2017

August 20, 2017

September 17, 2017

DVJC Breakfast Social (see p. 16)
Spring House Tavern, 1032 Bethlehem Pike,
Spring House, PA 19477
Contact: Paul Merluzzi pawlym@aol.com Please RSVP

July 22, 2017

DVJC Annual Slalom (see p. 17)
(Pre-registration advised)
Garnet Valley High School
Smithbridge Road, Glen Mills, PA
Contact: Brian Craig, 215-483-5861 bhc166@aol.com

August 19, 2017

Rally / Dinner / Kennett Symphony Concert
Chester County / Stone Barn / Longwood Gardens
\$85 per person.
Contact: Paul Merluzzi pawlym@aol.com

September 2, 2017

Brown's Jaguar Gathering of Friends
Home of Alan & Margaret Brown, Solebury, PA
Meet for Scenic Drive at Washington Crossing State
Park at 10:00 a.m.
RSVP to Alan or Margaret Brown by August 20, 2017
Contact: Alan or Margaret at abbtm@verizon.net

Other Interesting Events

August 27, 2017

"Taste of Britain" Show & Polo Match
Forney Field, Rothsville, PA
Contact: http://lancomgclub.com/pdfs/tob_reg_form.pdf

September 23, 2017

Coatesville Invitational Vintage Grand Prix
Coatesville, PA (see page 15)
Contact: www.coatesvillegrandprix.com/



President's Mewsings *July 2017*

**From the Semi-Palatial Offices of the
Delaware Valley Jaguar Club ...**

DVJC Stuff on The Horizon

As usual, we have many social and driving activities on the docket.

July 8 – Jaguar Gathering of Friends at the home of Paul and Irena Merluzzi. The Merluzzis will supply all food and soft-drinks; you need to bring alcoholic beverages if you plan to imbibe plus lawn chairs. Contact Paul Merluzzi, pawlym@aol.com if you plan to come.

July 16 – Breakfast Social at Spring House Tavern (see page 16). Contact Paul Merluzzi, pawlym@aol.com if you plan to come.

July 22 – 13th Annual Slalom at Garnet Valley High School (see page 17). Contact Brian Craig (215) 483-5861, BHC166@aol.com.

August 19 – Rally/Dinner/Concert. A short gimmick rally in Southern Chester County followed by dinner at the Stone Barn followed by a concert by the Kennett Symphony at Longwood Gardens Open Air Theater. Cost will be \$85/person. Contact Paul Merluzzi, pawlym@aol.com if you plan to come. See page 4.

August 20 – Breakfast Social at Spring House Tavern (see page 16). Contact Paul Merluzzi, pawlym@aol.com if you plan to come.

September 2 – Jaguar Gathering of Friends at noon at the home of Margaret and Alan Brown in Solebury - preceded by a scenic drive starting at Washington Crossing State Park at 10:00am. R.S.V.P. to Alan & Margaret at abbtm@verizon.net by August 20. More details to follow. See page 4.

Formula E Update

Panasonic Jaguar Racing made it a fourth consecutive points-scoring race at the first Berlin ePrix double-header on June 10th and 11th. Not bad for a first-year team.

Adam Carroll started the ePrix in P18 and made a terrific start, gaining three positions. Carroll carefully managed his energy strategy to retain his position after the pit stop and finish the first race of the Berlin double-header in P15.

Starting the race in P16, Mitch Evans gained a position off the starting line, but sustained damage on the first lap, when squeezed into the wall by a competitor. When pitting for repairs, the team switched strategy and Evans re-joined the track in his second Jaguar I-TYPE to push for the fastest lap, securing Jaguar's first silverware in the FIA Formula E championship with the VISA Fastest Lap Award trophy. Setting an unbeaten time of 1:10:224 on lap 16, Mitch said, "To win the VISA Fastest Lap Award and another point was a positive from a tough day behind the wheel."

There were mixed results on the second day in the German capital. Panasonic Jaguar Racing showed strong improvement in qualifying performance from the first day, with Mitch Evans starting seven places higher in P9 - just half a second from pole position. Mitch was consistently in contention for a fifth consecutive points finish during the first half of the race. However, a procedural issue during the car swap on lap 23 meant that the New Zealand racer re-joined the track in P17, behind team-mate Adam Carroll. Adam made up five places on the opening lap of the race after a tough qualifying session. He ultimately brought the Jaguar I-TYPE home in P16.

The Jaguar team leaves the Tempelhof track with their first silverware, and are now P9 in the team standings with 20 points.

"This is our learning year and we can be proud of each positive step we are making from race to race," said Carroll. "Despite such aggressive energy targets to complete the longer race distance, the team gathered a lot of valuable data to help us unlock more potential in time for the next race."

Panasonic Jaguar Racing now heads west to the Big Apple - New York for another double-header ePrix that will take place on July 15th and 16th. The event will make history as the first electric street race to take place in the city. Brooklyn's Red Hook District will play host to the races at the harbor circuit that is overlooked by the Statue of Liberty and the skyscrapers of Lower Manhattan. It is one of the most stunning venues of the series.

Rounds 11 and 12, the final two rounds of season three, will follow on July 29th and 30th in Montreal.

Some Quotes and Sayings to Keep My Mind Off the Idiocy in Washington

President's Mewsings *July 2017 (continued)*

Gotta work on the nut behind the wheel before you start fixing bolts on the car.

The harder you work, the luckier you become - Roger Penske.

The best way to make a small fortune in racing is to start with a large one and work down from there.

An instructor getting into a car for the first session with a student: "Don't try and impress me, you won't; don't try and scare me, I already am."

"Straight roads are for fast cars, turns are for fast drivers." - Colin McRae.

"Aerodynamics are for people who can't build engines." - Enzo Ferrari.

"To finish first, you must first finish" – unknown.

Oversteer is hitting the wall with the back of the car, understeer is hitting the wall with the front.

It is useless to put on your brakes when you're upside down – Paul Newman.

Horsepower is how fast you hit the wall. Torque is how far you take the wall with you.

The most dangerous sport? "Racing ... because golf, football, and baseball only require one ball." – Anonymous.

Racing costs today exactly the same as it did twenty years ago - every penny you have. – Unknown.

I was doing fine until about mid-corner when I ran out of talent – Unknown.

"Driving fast on the track does not scare me. What scares me is when I drive on the highway and I get passed by some idiot who thinks he is Fangio." - Juan Manuel Fangio

"Oh yes. It's not when you brake but when you take them off that counts. Most people don't understand that." - Jackie Stewart.

"If everything seems under control, you're just not going fast enough." – Mario Andretti

"Second place is just the first-place loser." — Dale Earnhardt.

"I make my cars to go, not to stop." — Ettore Bugatti, in response to a customer's complaint about the anti-

quated cable-operated brakes on the Bugatti Type 35 sports car.

A bad day at the racetrack beats a good day at the office.

Guys, you can date whomever you want, but marry a girl who can back up a trailer. - Michael Martin Murphy.

The ideal racecar will expire 100 yards past the finish line. - Stirling Moss.

You can't make a racehorse out of a pig. But if you work hard enough at it you can make a mighty fast pig. - Bob Akin.

Racing ... it's life. Everything that comes before or after is just waiting. - Michael Delaney (Steve McQueen in "LeMans").

Friends don't let friends apex early.

If I had all the money I'd spent on cars ... I'd spend it all on cars. - Scott Fisher.

90% of the race is half mental. - Paraphrase from Yogi Berra.

Nothing good has ever been written about the full rotation of a racecar about its roll axis. - Carroll Smith.

Racecar spelled backwards is still racecar.

If in Doubt, flat out!! - Colin McRae

Top ten reasons why racing is better than sex:

You're expected to burn rubber
It's OK to be a spectator
There is a pit crew to help you out
The faster you are, the better you are
It lasts for several hours
It's acceptable to tailgate
You're supposed to finish first
Earplugs are OK to drown out noise
You don't have to kiss the race car
You get a trophy when you finish

However you and your family spent the 4th of July holiday, I hope it was a relaxing and enjoyable time filled with good company, good food, and good thoughts.

Be happy. Drive safely. It's a Jaguar kind of day.



Speaking of Things Jaguar - July 2017

By Paul Trout

DVJC Club Directories are Interesting

As you are undoubtedly aware, Brian does a great job maintaining and distributing the club directories. Generally, when I receive them, I just scan to see if I'm still in the club. This month I decided to take a closer look; wondering what the directories might tell us about our club. First thing that struck me was that we have no members with last names beginning with U, X, Y, or Z. So we have some selective recruiting to do if we want a full representation of all twenty six letters of the British alphabet. The predominance of alphabetized names fall into three groups of consecutive letters; BCD, KLM, and RST make up 72% of the roster; S being the single most popular. There is only one Q name. While the Directory of Vehicles is different sorting of the same data, I think it says a bit more about the club.

We of DVJC own, drive, or own with the intention of someday driving, a very interesting diversity of Jaguars. Our Jaguars span quite long period of time, from 1948 to 2017. That's about as long as I've been on the planet. MK IV and MKV Saloons from the late Forties, a replica of the most iconic of Jaguar race cars, the D-Type, XK120-150s, MKI and VII Saloons from the fifties, E-Types, 420s, Mk IIs, MK Xs, and an S-Type 3.8 from the sixties, E-Types, XJ 6s and 12s and early XJ-Ss from the seventies, XJ 6s, XJ-Ss and a Daimler from the eighties, XJ6s, XJ12s, XJRs, XJ-Ss, XJ8s and XK8s from the nineties, S-Types, X-Types, XJ8s, XKs, XK8s, XKR from the 2000s, XJs, F-Paces, F-Types, an XKR, an XKR-S, an XF, an XE and an electric powered XJ13 replica from the 2010s are the cars of DVJC. DVJC could easily be characterized as a classic Jaguar club since more than 70% of our cars left the factory more than twenty years ago and 50% were built more than forty years ago. We like the E-Type. It is the single largest model in the club. One out of four of our cars is an E-Type. In terms of leading numbers, the E-Type (26%) is followed by the XJ Saloon (18%), the XJ-S (13%), and the XK8/R (11%). We lean a bit towards the Sports/GT cars. The split between Sports Cars (OTS, DHC, Conv, GT) and Saloons is about 60/40. We also have three F-Pace SUVs with an equal number of X-Type Estates. Our favorite color is Green, mostly BRG, followed by a fairly even distribution of Black, Blue, Red

and White. Brown/Tan, Yellow and Unknown make up the rest. While we may have more Sports and GT cars than Saloons, it is important to remember that the heart of a sports car with a long racing heritage beats under the bonnet of every Jaguar regardless of body configuration. That heart is, of course, the Jaguar motor. The Jaguar motors are mystical objects of power and beauty, and we have them all. The XK motor, with its production span of over five decades, powers more than half of our cars. The V-8 is a rather distant second, followed closely by the magnificent V-12. The V-6, I-4 and electric configurations make up the remaining, relatively small percentage.

So, what, you may ask, does this tell us about our club? Interestingly we have an almost equal number of members as cars at just over 200; an interesting balance of two member households with one or two Jaguars and those with collections of three to nine. Some of us use our Jaguars as daily drivers, others exercise our cats on special occasions, and still others are so looking forward to the day they can take that first drive in their newly restored Jaguar. We are a group of people from various walks of life who share a passion for Jaguars and things Jaguar. Whether it is attending a DVJC social event, participating in the Slalom, or lining up on the Concours field, or just taking a drive in our Jaguar we have a desire to share that passion and have "a Jaguar kind of Day".

Sixty Years Ago

A few weeks ago, as I have done for many years on a Saturday night in mid-June, I watched the sun come up over western France. For me, it was time to go to bed; for the drivers still in the race, they had made it through the night. As I turned in, they still had a long day ahead of them. Such is Le Mans. I got up early to catch the final couple of hours of the 24 hour classic. With two hours to go the Porsche Hybrid Prototype appeared to have the race in hand, but that's what the Toyota team thought last year before their car, leading the race, stopped on the last lap handing the victory to Porsche. Such is Le Mans. The real race this year was in the GT class. With less than an hour to go the first six cars were on the same lap and the gap between first and second place was one second. Those first six cars in the GT class included Chevrolet Corvette, Ford GT, Aston Martin, Ferrari, and Porsche 911 RSR. That race was decided on the last lap when the leading Cor-

Speaking of Things Jaguar - July 2017 (cont'd.)

vette C7R had a tire go down handing the victory to the Aston Martin Vantage. Notably missing from the list of GT class cars at Le Mans was, of course, Jaguar. Sixty years ago that was not the case. 1957 is considered by many, myself included, to be Jaguar's finest hour (or twenty four hours) at Le Mans. The starting grid that year included Aston Martin, Ferrari, Porsche, and Jaguar. The D-Type Jaguars finished 1st, 2nd, 3rd, 4th, and 6th and perhaps more remarkable, every Jaguar that was entered finished the race. Hopefully, perhaps next June, we will see Jaguar's name listed on the grid with the Aston Martins, Porsches, Ferraris, Fords and Corvettes.

The anniversary of Jaguar's domination at the Circuit de la Sarthe in 1957 has not gone unnoticed by JLR. The newly opened Jaguar Land Rover Classic Works facility in Coventry will have three Le Mans winners displayed through the summer. On display are a C-Type (winners 1951 & 1953), a D-Type (winners 1955/56/57) and an XJR-9LM (winners 1988 & 1990). All are on loan from the Jaguar Heritage collection. In September five D-Types will caravan from the JLR Classic works in Coventry to the Hampton Court Concours. Along the way there are planned stops at the Silverstone race circuit and the headquarters of the Jaguar Formula E team.



Jaguar Land Rover Opens Classic Works

Reinforcing their commitment to preserving Jaguar and Land Rover Heritage, JLR just opened the Jaguar Land Rover Classic Works in Coventry, UK. The facility is dedicated to servicing and restoring classic Jaguars and Land Rovers out of production more than 10 years. With 54 service bays, at over 150,000 square feet JLR Classic Works is the largest facility of its type in world. According to John Edwards, Managing Director of JLR Special Operations, *"It's much more than a building – it's the heart, and soul, of Jaguar Land Rover Classic for our clients worldwide. Being able to support owners and enthusiasts of our two great brands with a full suite of services for classic vehicles is a fantastic opportunity."* Equipped with the latest technology, such as 3-D scanning and Computer Aided Design, Classic Works will be able to re-tool and reintroduce parts and body panels long out of production. The facility will also house the Jaguar Land Rover Heritage Collection consisting of over 500 vehicles. This living assembly of British motoring

history will be valuable resource in the restoration process.

The Jaguar Land Rover Classic Works, as the first dedicated facility for Jaguar Land Rover Classic brand, brings together sales, servicing and restorations operations under one very large roof. A second facility in Essen, Germany is expected to open in late summer.



Jag Bits

Vintage Jaguar Factory Tools for Sale

This ad on Hemmings web site caught my eye and I thought I would share it. It looks like the seller is located locally in Ardmore. Perhaps a DVJC club member?

If interested you will need to contact the seller through Hemmings at this link:

<https://www.hemmings.com/parts/item/other/Specialty-Tools/Vintage-Jaguar-Factory-Workshop-Tools-for-saleHealeyMGBritish-Churchill-BMC/12696.html>

Item Description:

British **Churchill Factory Workshop Tools**. Jaguar, Healey, MG, Triumph, Daimler, Austin.

Owned / cared for by same professional for 30+ years; tools in good condition. See photos (actual) for individual pieces (45+) .

SOLD as a COMPLETE SET. \$1325.00



Speaking of Things Jaguar - July 2017 (cont'd.)

Rare Alloy Body XK 120 for Sale

One of 242, a rare alloy body XK 120 (chassis 670067) is for sale on ebay. The seller suggests this may be the last unrestored and unmolested alloy XK 120 left. Described as complete with matching numbers, but requiring complete restoration, this LHD example is a rare find indeed. Regardless of condition, this car is significant enough to warrant a full restoration. The car is located in Grove City, Ohio with an asking price of \$295k OBO. Ebay Item# 272725849145.

<http://www.ebay.com/itm/272725849145?rmvSB=true>



Project 8

Back in 2014 Jaguar introduced the stunning and powerful Project 7 based upon the F-Type. Recently JLR Special Vehicles Operation released a bit of a teaser indicating something hot was in the works. On June 30th JLR formally introduced Project 8, the most powerful and extreme performance street legal car in Jaguar history. Based on the XE Saloon, the close to 600 HP Project 8 will go 0-60 in 3.3 seconds and top out at 200 mph. While Project 8 shares the same basic shape as the XE, 75% of the body panels are new; mostly of carbon fibre and aluminum. The car will be built in two configurations; a four seat “normal” model and a two seat track model. According to John Edwards, head of JLR SVO, Project 8 is “the most track-focused, road-going, uncompromised performance car that Jaguar has ever made”. Production will be limited to 300, all left-hand drive. US pricing is estimated to be about \$200k. I’ll report more on this in more detail next month. In the mean time get your checkbooks ready, Project 8 will go really fast....



The E-Pace is Coming Soon

Back in May 2015 JLR suggested it would like to build a small cross-over that would fit in the lineup just below the F-Pace. In February 2016 spy shots of the E-Pace started to surface. The E-Pace is now set to make its debut on July 17, 2017. As a 2018 model the new E-Pace, ten inches shorter than the F-Pace, will have a starting price of \$38,600 or about \$2,500 less than a base F-Pace. All E-Pace models will come standard with all-wheel drive and a range of engine options that will include turbo-charged four cylinders and, perhaps a six cylinder. A full range of user technology and connection features is expected. Delivery in the US is expected in late 2017 or early 2018.



That’s All For This Month.... Enjoy Your Jaguar!



Roving Reporter - Special Report

By Michael Tate

CONCOURS d'ELEGANCE 2017

"You're not going in this?!" "Wrong. I am?" "You can't. It's pouring." "Are you coming with me?" "Yes." so went the early d'Elegance day conversation. We arrived about 9:00 am, dazzled by the sun, and parked the X-Type in the car park to see a field resplendent in a wonderful array of highly polished machines. From this vantage point it seemed to be all E-Types which illustrates the continuing dedication of designers to try to include some key elements of the car founder of Ferarri who once described as "the most beautiful car in the world." I believe him!

In fact there were eight E's the illusion that there were more created by the XK's and lone XJS. Yes only one XJS, I have seen more at the Sunday breakfasts. My thought was "You XJS owners can do better to support this event." You must agree. What did strike me was the variety of colors that the 35 Jaguars on parade were offering - a rainbow after the rain. There was British Racing Green, Old English White, Red, Dark Blue, Gunmetal, Black, Liquid Silver, Kingfisher Blue, Champagne, Rhodium Silver, Blackberry, Saphire Blue, Sable, Cabarnet, Talisman Silver, Meteorite Gray, Aquamarine, Gray, Frost Blue. I suspect you are surprised at such a variety. I suspect Jaguar would be as well!!

I was delighted to see Leonard Fiore, Jr.'s black & gray Mark V Saloon. Leonard is from The Pittsburgh Jag Club and he also brought his red 1958 XK150 OTS. This car scored 99.95 and the MK V scored 99.70. If I remember correctly these two cars scored 100 last year!! Thank you Leonard for coming and bringing those two magnificent Jaguars.

My very first Jaguar back in the mid 1950's was the Mark VII sedan (saloon). What a wonderful car, acers of red leather and "Real Tree Wood." A great courting Jag! Well there was one at the Concours. Very rare these days. Belonging to member Chris Huber. I loved it and Chris let me sit in it bringing back so many memories. No I will not tell you those but ask my wife. I will tell you one story that I have told many, many times before. But it is worth repeating. At the time I wanted to buy the MK VII I had a Triumph Renown. A really good looking car styled like a Rolls Royce with an unreliable Standard engine. I saw the MK VII at the

Jaguar Dealership. I had to have it. Like new, 500 pounds, and it could be mine. Armed with a letter from my Branch Manager saying I would get a large commission check (Cheque in England) shortly. Off I went to see my bank manager, a Mr. Hogget I recall. He asked "What car I was buying?" I told him and he replied "You're flying your kite a bit high aren't you?!" and turned me down. I marched straight over to the bank across the street who opened an account and gave me the 500. I have banked with that bank ever since. Sadly Mr Hogget was killed soon after in a bank robbery.

What a lovely day. Mo sitting in the sun reading. Me with Clara Saxton. No rain. Clara does all the checking of the judge's scores, addition and subtractions, and prepares all the final documents for the announcement of winners. I check all her arithmetic. Flawless. Clara is such a dedicated LADY and has done this work for years. She recently purchased an X-Type Saloon but I did not see it on the field. There were no X-Types competing so both she and I missed an opportunity. However there was a vehicle I never thought I would see with a Jaguar badge. Grace Smith's Saphire Blue F-Pace SUV. The first such entry in the DVJC Concours. Scored 99.87. Well done Grace...nearly perfect! Now the F-Pace has been a big winner in the 2017 World Car Awards winning the 2017 World Car of the Year Award and the 2017 World Car Design of the year. That is a wonderful double for Jaguar.

I was surprised there were no MK 2's taking part in the contest. The MK 2 is one of Jaguar's memorable cars. Where were you?? I always thought that a bit of rain freshened up my MK 2's!!! Despite the early bad weather there were eight maximum points winners. 100 points for the full competition and 10 for display. They were :- Richard Carnegie, DVJC, Black 1950 XK 120 OTS. This car also won the BEST IN SHOW. Ron Gaertner, Virginia JC, British Racing Green, 1953 XK120, FHC, a second car for Ron Gaertner of the Virginia JC, a red 1960 XK150 DHC, Terence and Barbara Smith from the Jaguar Club of Pittsburgh, a dark blue XKE OTS, Morrill Marston from the Nation's Capital JC, a gunmetal 1961 XKE Coupe, Bryan and Debby Edwards, DVJC. a red 1974, Series III XKE OTS, Howard Meyers, JC At Large, liquid silver 2009 XJ8 Saloon, Charlene Hutchison, DVJC, red 2006 S-Type Saloon, Dennis. M. Spaulding, DVJC. rhodium silver

Roving Reporter - Special Report (cont'd.)

By Michael Tate

2014 F-Type Convertible. All the above were 100 point cars and finally, in the Driven Class (10 points) from the Jaguar Club of Ohio, Pat Geary, silver 2006 XK 8 Convertible. It is very rewarding to see so many top class cars and also to welcome so many entries from brother/sister clubs including those above and Steve Harman from the Susquehanna Valley JC who scored 9.99 in Driven with his gray XK Convertible. Though to strive for maximum points on a fine sunny day is award enough with the smell of burgers cooking and cool music in the air brings an atmosphere of warmth and perfect harmony

FOOTNOTE:

I have been an active member of the club for many years and having been recently awarded the title of "member emeritus" will continue to be. However my wife, Mo and I, will in July move to be close to our eldest son and his family in Michigan. We leave behind Suzanne and her two children and son Gary and his wife Julie and two children. Gary's DNA is fully charged. He is a club member and owns a Jaguar XKR. What could be better? I wish you all well



DELAWARE VALLEY JAGUAR CLUB 2016 Concours d' Elegance at Oakbourne Mansion



Scoring Results -All Classes

Class	Entrant	Year	Model	Body Type	Color	Score	Club
D-01/PRE	Browne, Dave	1958	XK150	Coupe	Blue	9.930	DVJC
D-03/E2	Beible, Bill	1968	XKE	OTS	BRG	9.990	DVJC
D-04/E3	Rosen, Richard	1971	XKE III	2+2	Sable	9.990	DVJC
D-07/XJ	Van Vlijmen, Mick	1997	XJ6L	Saloon	Cabarnet	9.900	DVJC
D-08/XJS	Kitson, Charles	1988	XJ-SC	Cabriolet	Talisman Silver	9.960	DVJC
D-08/XJS	Toolan, James M.	1989	XJS	Conv.	Red	9.820	DVJC
D-10/K8	Geary, Pat	2006	XK8	Conv.	Silver	10.000	JC of Ohio
D-10/K8	Prostko, David R.	1999	XK8	Conv.	Meteorite Gray	9.990	DVJC
D-10/K8	Campbell, David	1997	XK8	Conv.	Aquamarine	9.960	DVJC
D-11/XK	Harman, Steve	2011	XK	Conv.	Gray	9.990	Susquehanna Valley
D-11/XK	Laframboise, Noe	2007	XK	Coupe	Frost Blue	9.980	DVJC
D-11/XK	Detzky, Michael L.	2007	XK	Conv.	BRG	9.980	DVJC
S-02/MOD	Kob, Leo	1967	XKE	Coupe	OEW	92.450	DVJC



DELAWARE VALLEY JAGUAR CLUB
2016 Concours d' Elegance at Oakbourne Mansion



Scoring Results -All Classes

Class	Entrant	Year	Model	Body Type	Color	Score	Club
C-01/PRE	Fiore Jr., Leonard	1950	Mark V	Saloon	Black & Gray	99.700	Pittsburgh JC
C-02/120	Carnegie, Richard	1950	XK-120	OTS	Black	100.000	DVJC
C-02/120	Gaertner, Ron	1953	XK-120	FHC	British Racing Green	100.000	Virginia
C-03/140	Ricker, Ramon	1957	XK140	FHC	Old English White	99.990	Central New York
C-04/150	Gaertner, Ron	1960	XK-150	DHC	Red	100.000	Virginia
C-04/150	Fiore Jr., Leonard	1958	XK-150	OTS	Red	99.950	Pittsburgh JC
C-05/E1	Smith, Terence M. & Barbara	1967	XKE	OTS	Dark Blue	100.000	Jaguar Club of Pittsburgh
C-05/E1	Marston, Morrill (Bud)	1961	XKE	Coupe	Gunmetal	100.000	Nation's Capital
C-05/E1	Francis, Wicker	1965	XKE	FHC	Dark Blue	99.950	DVJC
C-05/E1	Iannacone, Lori & Kritzer, Karl	1961	XKE	OTS	Red	99.920	DVJC
C-07/E3	Edwards, Bryan & Debby	1974	XKE III	OTS	Red	100.000	DVJC
C-08/SLS	Huber, Chris	1953	Mk VII	Saloon	Black	98.200	DVJC
C-11/XJ	Meyers, Howard	2009	XJ8	Saloon	Liquid Silver	100.000	At Large
C-13/JS	Morrison, Greg	1993	XJR-S	OTS	Black	99.940	DVJC
C-13/JS	Lubyshev, Dmitri	1993	XJR-S	Conv.	Black	99.510	DVJC
C-14/K8	Kress, Stephen	2000	XKR	Conv.	BRG	99.570	DVJC
C-15/XK	Schultheis, Steve	2007	XK	Convertible	Black	99.660	DVJC
C-16/SX	Hutchison, Charlene	2006	S-Type	Saloon	Red	100.000	DVJC
C-18/PN	Olson, Charles	1994	XJS	Conv.	Kingfisher Blue	99.310	DVJC
C-18/PN	Rappold, Kurt	1994	XJ40	Saloon	Champagne	99.310	DVJC
C-20/F	Spaulding, Dennis M.	2014	F-Type S	Conv.	Rhodium Silver	100.000	DVJC
C-20/F	Sokoloff, Steven	2017	F-Type	Conv.	Blackberry	99.870	DVJC
C-21/FP	Smith, Grace	2017	F-Pace	SUV	Sapphire Blue	99.870	DVJC

Cats In The Garden, Montclair, New Jersey

By Steve Schultheis

For Father's Day I made the 2 hour ride from West Chester, PA and found the event most unique and worthwhile. I was greeted by friendly Jaguar loyalists, fresh coffee, croissants, and bagels along with a complete welcome package for a mere \$10.00.

The estate, donated to the county, where the Jag venue was, is impeccable and well suited for the gathering. Several vignettes were established for different Jaguar models and years among the 6 acre estate, all connected by beautiful paths leading thru well manicured grounds.

The cars were all of very high "driver to Concours class condition" ranging from old original purchased XJ saloons to one of 5 "Stirling Moss Editions" of the XKR personally signed by Stirling himself. The latter is available for a mere \$50,000 for your next Christmas gift to your favorite Jag connoisseur or collector.

A local dealer displayed 5 vehicles and had a well educated tech rep to assist anyone in new purchase information and statistics about new Jaguar cars and the very successful F-Pace that is selling to as many men as women.

Among the finds were the rare early 2000's- 100 year Anniversary Series Jags, where 2 were on display in sport and sedan form.

An interesting photo opportunity with real models accentuating the attendees cars was offered no charge, during the display arrangement of the cars. Of course yours truly had to partake, could not insult the lady doing her job (see **my** black XK8 convertible pic).

Additionally, interesting awards were offered to attendees that were not point driven, but rather respectful of beauty, rarity, unusual looks and models.

I wholeheartedly recommend you to visit next year and along the way stop in Summit NJ, where the town closes off an area for the cars and croissants crowd, enjoying a wide breadth of cars before arriving at the "Cats" gathering



CLASSIFIED



1961 Jaguar Mk2 for Sale \$28,000

For someone looking for Jaguar Mk2 saloon this is the car for you. This car is gray with a OSJI red original specification Jaguar interior. It has less than 100,000 miles on the clock. The engine was rebuilt by Terry Lippincott prior to my purchase which was approximately 6,000 miles ago. This car features a 3.8 litre engine,

four speed transmission with overdrive, wire wheels and Lucas Fog Rangers. The wood dash and surrounds are beautiful. The car runs great. A picture is attached additional pictures are available upon request. Contact me at 610-867-6955 or e mail me at agkunkle@aol.com.



In the most recent issue of Hagerty Classic Cars the median value of 1960-67 Mk2 3.8 saloon's is \$44,000.

Call Gerry Kunkle 610 867 6955
or e mail him at agkunkle@aol.com.



2000 Jaguar S-Type

6 cylinder New tires Excellent running and appearance
\$4,350

Steve-484-885-9259-Philadelphia, Pa.,
See on www.autospca.com



1991 XJS Convertible

2 owners known, V-12 engine, auto trans, full powers, low miles, all service records since 1998, black with tan leather interior and black canvas top, just serviced by Kurt Rappold's son in law-Jeff Dement(formerly jag specialist at Ragtops and Roadsters).
\$9,800 obo

Steve-484-885-9259—Philadelphia, Pa.,
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1970 Series II OTS

After several years of ownership I'm selling my **1970 Series II OTS**. I have three other projects and haven't put 200 miles on this in the last two years. Lots of mechanical & suspension work. Complete IRS rebuild as well as all new front suspension & new top. Runs great but does use some oil.

Lots of photos at <https://1970etypeforsale.shutterfly.com/pictures/133>. \$65,000 OBO

Contact Kevin at 610-304-5076 or kevin@progsolution.com



Jaguar 1987-XJ6 sedan



Just pulled out of storage after 17 years. One owner doctor- from main line philly suburbs. Excellent original condition due to garage conditions since new. Just serviced by Jeff Dement. Original BRG paint with original, like new, wood and leather inside. Many updated parts just installed, including tires, battery, etc. Factory sunroof and all very original components. Excellent and truly special Garage Find- thanks to our fantastic club referral system. \$6,850 obo



Steve Schultheis-484-885-9259 Email- sas@autospca.com
www.autospca.com



Jaguar 1967 E-Type 2+2

One owner E-types are rare like this one. Always a Delaware car since new. Recently serviced for \$8,000 Original dark blue (needs repainting) with light grey interior in excellent condition. Chrome good and mechanically and electrically ready to go. 3 carburetors. A one owner garage find, for most of its life, for only \$39,500-obo.

Don Scholl-484-678-1194



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Admission is free to the public.

The Coatesville Invitational Vintage Grand Prix was envisioned to evoke the spirit of auto and motorcycle racing that took place through the streets and roads of towns across America, in the early days of auto racing. With more than 60 historic and vintage race cars and motorcycles taking to the streets of Coatesville it is an experience not to be missed.

The Grand Prix, is open to race cars from 1900 to 1965 and motorcycles from 1940 to 1965. The event is not a wheel-to-wheel race, but an individually timed driving event, run on a challenging 2.2-mile road course the runs through the streets and neighborhoods of the City of Coatesville.

Visit our website for complete details and registration information.

<http://www.coatesvillegrandprix.com/>

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July 16, 2017
August 20, 2017
September 17, 2017

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1032 Bethlehem Pike
Spring House, PA 19477
Phone 215-646-1788
www.springhousetavern.com

PLEASE RSVP TO PAUL MERLUZZI (pawlym@aol.com) SO THAT WE CAN GIVE A HEAD-COUNT TO THE RESTAURANT.

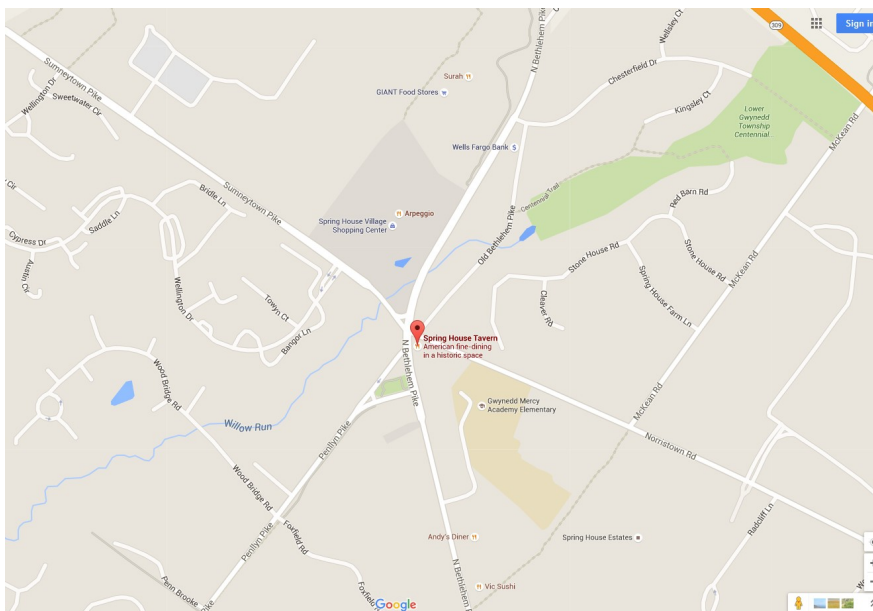
Driving directions from the Pennsylvania Turnpike:

Exit at Fort Washington Interchange, (Exit 339) thru tolls and take the ramp to Rt. 309 north (Ambler). Exit at the Norristown Road / Spring House exit. At the bottom of the ramp turn left on to Norristown Road. Proceed approximately 1 mile to Bethlehem Pike. Turn left on to Bethlehem Pike. The Spring House Tavern is on the left.

Directions from North: Use Rt. 309 south until you pass the Rt. 63 (Welsh Road) intersection. Stay in far left lane to continue on Bethlehem Pike. The Spring House Tavern will be approximately 1 mile on your left side after crossing the Norristown Road / Sumneytown Pike intersection.

From South: Use I-95 to Blue Route I-476. Travel north on I-476 to Exit 20, East I-276, New Jersey, Exits 339-359, (Pennsylvania Turnpike). Follow directions above from the Pennsylvania Turnpike.

For further information contact *Charles Olson 215-757-2028 cwolson29@comcast.net*





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Saturday, July 22, 2017

8 AM to Noon

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JAGUARS

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Brian Craig

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Philadelphia, PA 19128

Pre-register \$15.00

Before July 20, 2017

Day of Slalom \$30

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See next page for map

Name: _____

JCNA Number: _____

Address: _____

Club Affiliation: _____

City: _____

Insurance Co.: _____

State: _____ Zip: _____

Insur. Policy No.: _____

Phone No.: _____

Jaguar Model / Body: _____

Email: _____

Jaguar VIN: _____

Jaguar Year: _____ Color _____

Check Number: _____

Jaguar License No.: _____

Slalom Class: _____

Release Statement: I hereby agree to enter the car(s) described in the DVJC Slalom on July 22, 2017. In consideration of the right and privilege to enter and participate in this event, I agree to release and save harmless the Slalom's sponsors, Slalom committee, DVJC Club, and Garnet Valley High School.

Signature: _____

Date: _____

IT'S MEMBERSHIP RENEWAL TIME !!!

It's time to renew your DVJC membership. If your information is unchanged since last year just send the \$55.00 membership fee to:

Ann Perry
P. O. Box 163
Mendenhall, PA 19357

If your information has changed please use the membership application / renewal form . Contact Brian Craig at bhc166@aol.com and he will send you one. We hope to see you at events in 2017. Your continued support is appreciated.

WELCOME FUTURE MEMBER

WELCOME NEW MEMBERS

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Kimberton, PA

Charles and Joyce McFeaters
Thornton, PA



Alex and Ana LaRoche welcomed
Josephine Lilliana, born January 1, 2017,
as part of their DVJC Family.



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Historical Profile: 1938 SS100 3.5L

By Chris Prior

Preface

When I first discovered chassis number 39010 cited in the “SS and Jaguar Car” reference book as an entrant in the 1938 RAC rallies, I felt compelled to capture a more detailed history behind what I suspected was an important and unique SS100. I knew the car had an original works competition cylinder head which was only issued to very few SS100s and this only added to my intrigue. I started by extensively reviewing the literature and performing internet searches on SS100s and sports car events covering 1938 through the 1950s. Next, I conducted personal interviews with previous owners going as far back as 1965, an effort that led to the discovery of letters and numerous photographs. I am particularly indebted to one previous owner, Mr. “Dick” Hansen, for most helpful discussions as he was the essential link between the racing history of the car in the UK and its eventual shipment to the US in 1965. Since being in the US, the car has mostly remained in the care of highly recognized classic car collectors where each of these esteemed owners have made their respective contributions to restoring and preserving this historically important SS100. This car is testament to the entrepreneurial spirit of some of the most accomplished automotive racing engineers in the UK spanning the pre-war and post-war years.

Author, Chris Prior, Car’s current owner, June 6, 2017

Historical Profile: 1938 SS100 3.5L Jaguar chassis 39010, body 4896, engine M1396

Chassis 39010 was the tenth 3.5L SS100 Jaguar produced by the Swallow Sidecar “SS” company, Ltd., out of 118 built between October 1937 and July 1939. Production ceased at the outbreak of WW2 as the company retooled for the production of Spitfire fighter planes, light tanks and scout cars. Production of the SS100 never resumed post-war. Approximately 100 of these cars are still thought to be in existence and therefore, the 3.5L SS100 is very rare. The larger engine, unlike the earlier 2.5L

version, comfortably achieved the namesake 100mph, hence SS100. Consequently, these cars were usually acquired for competition/rally use and provided important publicity/advertising for the company, not dissimilar to the motivation behind post-war development of the competition C and D type Jaguars. The SS100 3.5L was the premiere pre-war sports car noted for its distinctive rakish design and superior performance. Of note, the SS100 3.5L carried the name Jaguar on the radiator grill as the “model”, not the name of the car company. However, post-war the company switched its name from SS to Jaguar Cars Ltd. because of the obvious connotation to the WW2 Nazi regime.



The Jaguar heritage certificate confirms chassis number 39010 completed assembly at the factory, 29 November 1937 and one week later was dispatched

to the Rossleigh dealer/distributor in Edinburgh, Scotland. The SS100 (license plate LWT 207) was purchased new by Mr. John M. Archer, a noted rally driver who had enjoyed success in a Riley Sprite. LWT 207 was one of very few SS100 cars supplied from the factory with a special “lightweight” brass competition cylinder head to increase horse power mainly as a consequence of larger port openings and higher compression ratio. These competition cylinder heads were only issued with SS100 engines for competition use and had direct design oversight from the works team, notably Bill Haynes (Chief engineer, SS cars, LTD.), Dick Oats and Harry Westlake, making the history and mechanics of this competition car quite special. Records indicate based on the chassis number and mention of Mr. Archer that the car was entered into the RAC Blackpool Rally, 26-30 April, 1938, as number 150. Another recorded entry was for the 1938 Empire Exhibition Rally (Royal Scottish Automobile club), 6 June, 1938, as number 117. As with many SS100s, the records went dormant during the war as rallying ceased and cars went into storage. Also rallying was slow to recover after the war as the UK endured a period of extreme austerity.

The records pick up in the 1950s/1960s when a noted racing sprint driver, Mr. Alan Hyett of Buckinghamshire, England, acquired the car possibly from Mr. Archer. The car was reported to be mechanically sound but Mr. Hyett required more acceleration coming off the starting line in order to compete with the newer D and E types at the

Historical Profile: 1938 SS100 3.5L (continued)

Brighton Speed Trials. He therefore commissioned Mr. Wilcock, owner of renowned racing engineering firm Swandean Garages, Worthing, England, to race prepare the SS100 engine. The modifications included addition of larger carburetors and extra air intakes located on the top of the bonnet which feature in the early 1960s photo of LWT 207 on the race track. Records indicate the head was resurfaced to increase the compression ratio to about 10:1 and all ports and combustion chambers were polished. As a twist of fate, Hersham and Walton Motors (HWM) of Walton-on-Thames, England, another famous racing firm, came into the picture. The founder John Heath and his chief racing engineer, Alf Francis, had prepared a new factory issued 1938 SS 3.5L engine block (M1396) for competition events including addition of racing con rods of the period and a highly polished and rebalanced crankshaft. Sadly, the intended purpose for this work was lost following the death of John Heath, while competing in an HWM Jaguar at the Mille Miglia in 1956 and subsequently the block went into storage. Mr. Wilcock was fortunate enough to acquire this new race modified SS 100 block and use it to replace the original engine block in LWT 207 which had some reported shortcomings



presumably following the campaigns of Mr. Archer. The original reconditioned and tuned works competition head was then fitted to the ex-Heath HWM SS100 race prepared block (M1396). In this form Mr. Hyett competed in most major hill climbs and the Brighton National Speed Trials where the car was considered the fastest SS100 in the country beating D and E types off the starting line albeit for only the first 100 yards. Still this was a remarkable engineering achievement competing against such new technology of the time. The names of the people who worked on LWT 207 are very much as interesting as the car itself. Further, their accomplishments and credentials add to the historical importance of this car.

Mr. Wilcock was noted for building the famous "Swandean Spitfire special", a race car with a 27L Rolls Royce Merlin Spitfire engine supported on a Daimler scout car chassis, such was the era of putting to use post war military materials. Mr. Wilcock would race his own modified SS100 claimed to be the fastest in the UK until it was sold and exported to the US.

However, Mr. Hyett believed application of Wilcock's SS100 racing experience to LWT 207 created an even faster SS100 although, in his own words, the two never competed head to head so we shall never know. In recognition of HWM, the performance of their HWM modified Jaguars attracted such household names as Stirling Moss, Peter Collins and Lance Macklin to join the HWM works racing team as virtually unknown entities very early in their careers. Subsequently, races were won throughout Europe in the 1950s bringing fame and recognition to the HWM Jaguar cars and the drivers. Also, the famous American racing driver John Fitch drove an HWM-Alta early in his racing career. HWM built the famous "Stovebolt" car that was in the 1955 movie "The Racers" with Kirk Douglas and is considered a highly valued collectible making appearances at Pebble Beach. Following the tragic crash of John Heath, his noted SS100 racing partner and co-owner of HWM, John

Abecassis, decided to quit the world of motor racing sports and HWM faded from the racing scene. Although the fame of John Heath lives on as the engineer who worked with Westlake at his Rye facility and was the first to attach weber carburetors to an XK engine creating the horsepower needed for the D types and wins at Le Mans.

Such was the man behind the SS engine that sits in LWT 207. In summary, the exhilarating performance of LWT 207 is testament to the pioneering racing spirit of some of the most famous and accomplished British engineers and racing drivers covering the period from 1938 to 1965.

In 1965 Richard "Dick" W. Hansen of Batavia, Illinois, purchased the car for 540 pounds from Mr. Hyett using his London taxi driver to negotiate the deal. Having been told that an American accent would convey extreme wealth, Mr. Hansen feared the price would go up if he opened his mouth. The ploy worked, the taxi driver got 20 pounds off the asking price and the car was imported to the US. It is interesting that Mr. Hansen was a returning pilot following completion of his assignment in Germany and he wanted to swing by the UK to acquire an SS100 before his return home to Illinois. Of note, Mr. Hansen is a famous restorer of WW2 aircraft with a Mustang P51, a Navy Wildcat and a Beech Stagger wing biplane to his credit. Mr. Hansen restored the Navy Wildcat to

Historical Profile: 1938 SS100 3.5L (continued)

flying condition after sitting at the bottom of lake Michigan for 48 years (see <http://youtu.be/Y5HoH1LcX9g>). Mr. Hansen had to regrettably, in his own words, sell the car to focus resources on these aviation exploits. However, some years later he had the urge to buy another SS100 (chassis 39003) and as of writing Mr. Hansen, at the age of 79 years, still participates in rallies including the Colorado Grand showing his love for the marque.

The esteemed Blackhawk collection in Danville, California, was next to acquire chassis number 39010. Blackhawk is noted as the Fort Knox for some of the most valuable and rarest classic automobiles in the United States. Records indicate the car also enjoyed tenure in the famous car collection of Bruce McCaw of Washington, owner of Vintage Motor Racing Inc. The car then passed to another noted collector and racing enthusiast, Don Marsh of Dublin, Ohio.

Next the SS100 was purchased in 1998 by the late enthusiast extraordinaire Malcolm Pray. As part of his pristine collection, the Jaguar was treated to extensive restoration work including a fresh coat of paint in British racing green and installation of a new interior in a light tan. A compendium of service and restoration invoices from Mr. Pray's ownership is included in the car's file.

Following this renewal, chassis number 39010 was exhibited at several events over the following seven years, almost always drawing best in class. After serving as the poster car for the 1999 Greenwich Concours d'Elegance, the SS100 won Best Sports Car at Meadowbrook in August 1999. Another class win at Bridgehampton followed in June 2004 after which the car enjoyed a busy 2005 garnering awards at Greenwich (Best European Sports Car), Cranbrook (Best in Class) and Hilton Head (Best Touring Car).

In 2015 following the passing of Mr. Pray, the renowned D.L. George Coachworks, Ltd. of Pennsylvania was commissioned to prepare the car mechanically for vintage endurance touring on rallies with reliability, safety and performance paramount. The work included rectifying certain features of the car to be historically correct including installation of new

grain brown leather and correction of the following: hood ornaments and adjustments to spot lights and brackets, rear spare wheel attachments, carburetor intake, bonnet cutout, repainting the wire wheels and mounting Blockley tyres to provide that rakish racing profile. The work also included dulling of the paint surface to add a period weathered racing visage. Note this aspect of the work was subsequently reversed to the taste of the current owner. All the extensive mechanical works and cosmetic corrections are documented in photos and invoices.

Dr. Chris Prior of Pennsylvania, a noted biotechnologist and developer of important medicines, acquired the car in 2016 as a crowning addition to his own classic car collection. In early 2017 the renowned "sister"

restoration firms Rag-tops and Roadsters and Pollock Auto Restorations were commissioned to perform a full mechanical re-check and a repaint of the car in a shade of British racing green which better matched the original color swatches corresponding to the "suede green" offered by the factory for the



SS100 models. The work involved extensive hand sanding to expose bare metal as needed and expert finishing as performed by Pollock Auto Restoration, a firm specializing in pre-war classics including rare coach built Duesenbergs. Similarly, the renowned Rag Tops and Roadsters completed a full mechanical re-check and test drives confirmed the remarkable performance and torque produced by this engine. The work performed is fully documented in photos and invoices. Finally, acknowledgment also goes to Vintage Restoration Headlamps (VHR) International, Ltd, Sheffield, England, for restoration of lights and creation of the FT37 Lucas spot lights to exact specifications.

This car has been owned by some of the most respected collectors associated with top level sports cars. Here we have a unique classic sports car that represents the culmination of many years of restoration efforts from all the esteemed previous owners.

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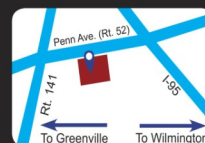
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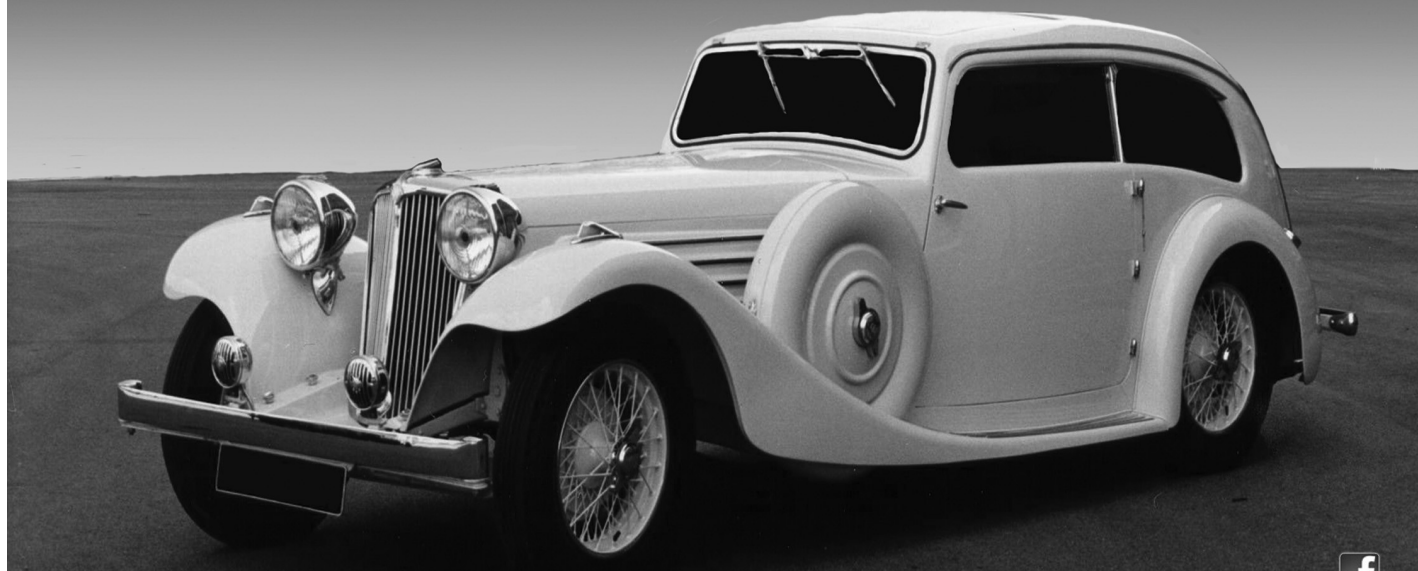


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PRIVATE OFFER PROGRAM EXTENDED AGAIN!!

Submitted by [Webmaster](#) on Mon, 2017-04-03 16:44
Jaguar Land Rover Private Offer Program

Eligible Vehicles and Incentive Amount

As a special incentive for being a member of this select club, we are pleased to extend an exclusive offer on the purchase or lease of a new 2016 or 2017 Jaguar or Land Rover vehicle. This opportunity is available to preferred friends of the Jaguar and Land Rover brands. After all, power has its privileges. See the terms and conditions below for more information regarding this incentive.

Jaguar

Model Year	Model	Trim Level*	Amount
2017	XE	All	\$1,000
2017	XF	All	\$1,000
2016	XJ	All	\$5,000
2016 / 2017	F-TYPE	All	\$2,500
2017	F-Pace	All	\$1,000

Land Rover

Model Year	Model	Trim Level*	Amount
2017	Discovery Sport	All	\$750
2017	Range Rover Evoque	All	\$1,000
2017	Range Rover Sport	All	\$1,000

* Subject to vehicle availability. SVR models excluded.

Generating Your Personal Code

To redeem this special offer from Jaguar Land Rover North America, LLC, complete the form below to request your unique Offer PIN Code. Upon submission of this form, you will be able to download your PIN Code Certificate on the confirmation page as well as from a link in your confirmation email. Present your PIN Code certificate to your preferred local authorized Jaguar or Land Rover Retailer to redeem offer.

All deliveries must be through an authorized Jaguar or Land Rover Retailer. Visit www.jaguarusa.com or www.landroverusa.com to find your local retailer. Participant should notify the Retailer they have a PIN immediately. This offer is only available for 10 days from date of issue.

Special Offer Link: <https://www.jlprivateoffer.com/>

THE JAGUAR'S PURR BY THE DELAWARE
VALLEY JAGUAR CLUB
Editor : Pauline and Brian Craig
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